

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2026.05

BRIDGE REPAIRS

BROADTURN ROAD UNDERPASS (MM 39.90)

I-295 SOUTHBOUND UNDERPASS (MM 44.30)

MAINE MALL ROAD UNDERPASS (MM 44.91)

A pre-bid meeting was held on November 18, 2025. The pre-bid meeting agenda, presentation and sign-in sheet are attached to this addendum. **All questions must be submitted by 12:00pm on Wednesday, December 3, 2025, to be considered.**

Questions:

The following are questions asked at the pre-bid meeting or submitted to the Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Are the abutment fascia bearings being replaced? How is that paid?

Response: *Yes, the bearings at each abutment fascia will be replaced and paid as Item 523.521 Bearing Removal and Installation and Item 523.5304 Steel Bearings, Expansion Rocker.*

Question 2: How is mobilization being paid?

Response: *Contract Documents, Section 108.2.3 Mobilization Payment, outlines the details of how mobilization payments will be made.*

Question 3: Will asphalt escalation be paid regardless of the HMA quantities placed?

Response: *Yes.*

Make the following changes to the bid documents:

In the Contract Plans, **REMOVE** Sheet 1 and **REPLACE** with the attached revised Sheet 1.

In the Contract Plans, **REMOVE** Sheet 2 and **REPLACE** with the attached revised Sheet 2.

In the Contract Documents, **REMOVE** page P-3 and **REPLACE** with the attached revised page P-3.

In the Contract Documents, Special Provision Section 524 Temporary Structural Supports (Jacking Existing Superstructure) **REMOVE** the first paragraph of Section 524.01 Description and **REPLACE** with the following: "At I-295 Southbound Underpass, this work shall consist of the jacking and temporary structural support of the existing superstructures at the abutment and pier locations to allow for the removal and resetting or replacement of existing bearings and associated concrete patch repair work as shown on the plans."

In the Contract Documents, **ADD** the attached Special Provision - Section 524 Temporary Structural Supports (Protective Curtain Shielding – Steel Girders).

Note: The above items shall be considered as part of the bid submittal.

Attachments

- Contract Plans, Revised Sheet 1 (1 page)
- Contract Plans, Revised Sheet 2 (1 page)
- Contract Documents, Revised Sheet P-3 (1 page)
- Contract Documents, Section 524 Protective Curtain Shield (2 pages)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Presentation (22 pages)
- Pre-Bid Sign-In Sheet (1 page)

The total number of pages included with this addendum is thirty-five (35).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and emailing this sheet to Nate Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-6 of the bid package.

Business Name

Print Name and Title

Signature

Date

November 21, 2025

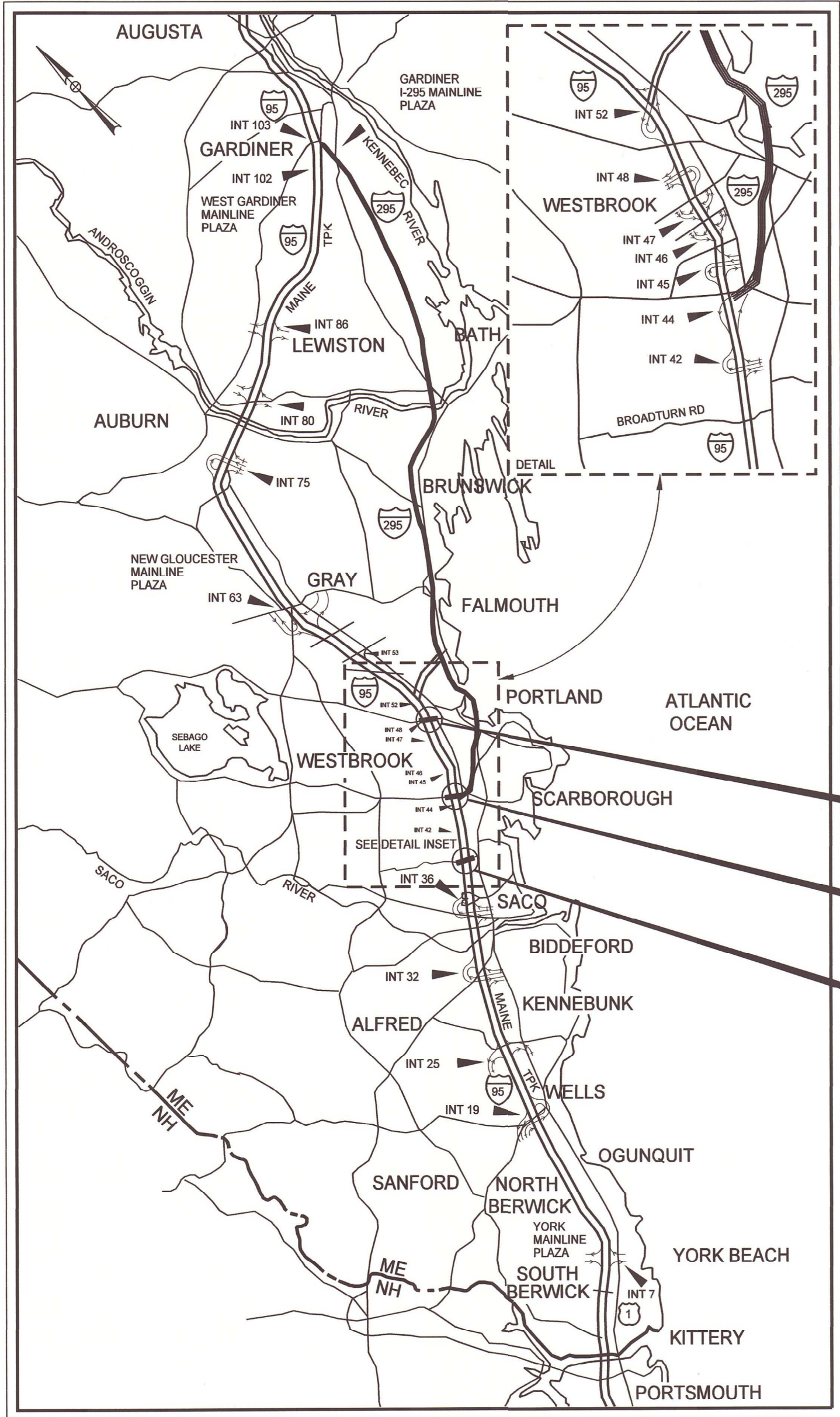
Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

Date:10/28/2025

Filename: ... \BRIDGE\MSTA\001_title.dgn



LOCATION MAP



THE GOLD STAR
MEMORIAL HIGHWAY

MAINE TURNPIKE AUTHORITY

MICHAEL J. CIANCHETTE, CUMBERLAND, CHAIR
JANE L. LINCOLN, FARMINGDALE, VICE CHAIR
EMILY N. BECKER, POLAND, MEMBER
NINA A. FISHER, FARMINGDALE, MEMBER
ANDREW MCLEAN, GORHAM, MEMBER
THOMAS J. ZUKE, SACO, MEMBER
DALE F. DOUGHTY, MAINEDOT EX-OFFICIO

ANDRE J. BRIERE, COLONEL, USAF (ret.), EXECUTIVE DIRECTOR

CONTRACT 2026.05

BRIDGE REPAIRS
BROADTURN ROAD UNDERPASS (MM 39.90)
I-295 SB UNDERPASS (MM 44.30)
MAINE MALL ROAD UNDERPASS (MM 44.91)

INDEX OF SHEETS	
Sheet No.	Description
1	Title Sheet
2	Estimated Quantities
3	General Notes
4	Concrete Repair Typical Details
5-8	Maintenance of Traffic Details (4 Sheets)
Broadturn Road Underpass	
9-11	Staged Construction Plans
12	General Plan
13	Typical Sections
14	Joint Repair Details
15	Pier Repair Details
I-295 Southbound Underpass	
16-19	Traffic Control Plans (4 Sheets)
20	Bridge Plan and Elevation
21	Bridge Typical Section
22	Abutment 1 Repairs
23	Abutment 2 Repairs
24	Pier 1 Repairs
25-26	Pier 2 Repairs (2 Sheets)
27	Pier 3 Repairs
28	Bearing Details
Maine Mall Road Underpass	
29-37	Staged Construction Plans
38	General Plan
39	Typical Sections
40	Joint Modification Details
41	Miscellaneous Details

Contract 2026.05

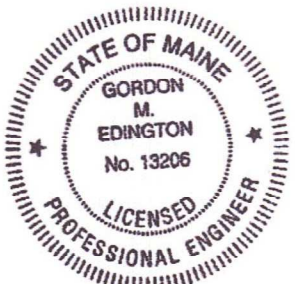


APPROVED:

MAINE TURNPIKE AUTHORITY

Stephen R. Tartre
STEPHEN R. TARTRE, P.E., - CHIEF ENGINEER/DIRECTOR OF ENGINEERING

11/19/25
DATE



Gordon Edington
Gordon Edington, P.E.
VHB Sheets 1-8, 16-28

10/29/2025
DATE



Lauren Flanders
Lauren Flanders, P.E.
Stantec Sheets 9-15, 29-41

10/29/2025
DATE

Date:11/20/2025

Filename: ...\\BRIDGE\\MSTA\\002_qnty.dgn

ESTIMATED QUANTITIES						
ITEM NO.	DESCRIPTION	Broadturn Rd Underpass (MM 39.90)	I-295 Southbound Underpass (MM 44.30)	Maine Mall Rd Underpass (MM 44.91)	TOTAL QUANTITY	UNIT
202.1211	Removing Existing Girder Haunches	2,050			2,050	LF
202.202	Removing Pavement Surface	1,050		4,600	5,650	SY
403.2081	Hot Mix Asphalt, 12.5mm (Polymer/Latex Modified)	86		390	476	TON
403.209	Hot Mix Asphalt, 9.5mm Nominal Maximum Size (Sidewalks, Drives, Islands, & Incidentals)			2	2	TON
403.211	Hot Mix Asphalt, Shimming			89	89	TON
409.15	Bituminous Tack Coat RS-1 or RSlh - Applied	41		230	271	GAL
502.7011	Weep Drain Extensions with Brace	20	1		21	EA
506.14	Field Painting of Existing Structural Steel		1		1	LS
515.201	Pigmented Protective Coating for Concrete Surfaces	200	460		660	SY
515.202	Clear Protective Coating for Concrete Surfaces	370	490	260	1,120	SY
515.203	Broadcast Sealant for Concrete Surfaces			270	270	SY
518.10	Abutment Repairs		35		35	SF
518.20	Pier Repairs	10	235		245	SF
518.4	Epoxy Injection Crack Repair		21	210	231	LF
518.43	Parapet Joint Repair	80		100	180	LF
518.70	Repair of Overhead Surfaces < 8 inches		5		5	SF
518.75	Fascia and Overhang Repairs		440		440	SF
518.865	Elastomeric Concrete	120		290	410	CF
518.866	Concrete Header Repair	10		10	20	CF
520.234	Expansion Device - Silicone Coated and Pre-Compressed Seal			200	200	LF
523.521	Bearing Removal and Installation		4		4	EA
523.5304	Steel Bearings, Expansion, Rocker		4		4	EA
524.40	Protective Shielding - Steel Girders		395		395	SY
524.7212	Jacking Existing Superstructure (I-295 Southbound Underpass)		1		1	LS
627.712	White or Yellow Pavement Marking Line	1,600		3,750	5,350	LF
627.73	Temporary 6 Inch Pavement Marking Tape	550		140	690	LF
627.75	White or Yellow Pavement & Curb Marking			71	71	SF
627.77	Removing Existing Pavement Marking	620			620	SF
627.78	Temporary Pavement Marking Line, White or Yellow	1,500		4,550	6,050	LF
627.812	Temporary Raised Pavement Markers	29		190	219	EA
629.05	Hand Labor, Straight Time	40	40	40	120	HR
631.10	Air Compressor (including operator)	40	40	40	120	HR
631.11	Air Tool (including operator)	40	40	40	120	HR
631.112	Welding Machine (including operator)	40		40	80	HR
631.36	Foreman	40	40	40	120	HR
643.72	Temporary Traffic Signal; Broadturn Road	1			1	LS
652.3611	Maintenance of Traffic Control Devices (Broadturn Road)	1			1	LS
652.3612	Maintenance of Traffic Control Devices (I-295 Southbound)		1		1	LS
652.3613	Maintenance of Traffic Control Devices (Maine Mall Road)			1	1	LS
656.75	Temporary Soil Erosion and Water Pollution Control		1		1	LS
659.10	Mobilization		1		1	LS

Scale: AS NOTED

Designed by:



VANASSE HANGEN BRUSTLIN, INC.
600 Southborough Dr.
Suite 100
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596



THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT NO. 2026.05
2026 BRIDGE REPAIRS

ESTIMATED QUANTITIES

VHB: 55814.00

SHEET NUMBER:

2

CONTRACT: 2026.05

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
518.10	Abutment Repairs	Square Foot	35				
518.20	Pier Repairs	Square Foot	245				
518.4	Epoxy Injection Crack Repair	Linear Foot	231				
518.43	Parapet Joint Repair	Linear Foot	180				
518.70	Repair of Overhead Surfaces < 8 inches	Square Foot	5				
518.75	Fascia and Overhang Repairs	Square Foot	440				
518.865	Elastomeric Concrete	Cubic Foot	410				
518.866	Concrete Header Repair	Cubic Foot	20				
520.234	Expansion Device - Silicone Coated and Pre-Compressed Seal	Linear Foot	200				
523.521	Bearing Removal and Installation	Each	4				
523.5304	Steel Bearings, Expansion, Rocker	Each	4				
524.40	Protective Shielding - Steel Girders	Square Yard	395				

CARRIED FORWARD:

SPECIAL PROVISION

SECTION 524

TEMPORARY STRUCTURAL SUPPORTS

(Protective Curtain Shielding - Steel Girders)

524.01 Description

The following paragraph is added:

This work shall also consist of furnishing all labor, equipment and materials required to provide protection for the public during removal of existing girder haunches. This protection shall include, but not necessarily be limited to, protective curtain shielding attached to existing structures during chipping work and concrete removal, containing concrete removal debris within the work area and preventing demolition debris from entering the adjacent active travel lane.

The following Subsections are added:

524.031 Protective Curtain Shielding Design

Prior to the start of work, the Contractor shall submit working drawings for review and comment indicating the sizes and dimensions of protective curtain shielding. The proposed methods of protective curtain shielding, including connections and fasteners, shall be in accordance with the following criteria:

The protective shielding shall be designed to safely contain concrete haunch removal debris, without ripping or tearing, and withstanding wind loads, including wind loads imposed by adjacent vehicular traffic. The protective curtain shielding shall be temporarily secured to the flanges of the steel girders, between the webs of the steel girders tight to the concrete deck, and the bottom shall be weighted at ground level with edges and laps made tight to protect the Turnpike motorists from dust, debris and falling objects.

The Contractor will not be permitted to shoot fasteners or drill holes in the steel girders or concrete deck to support the shielding.

524.041 Protective Curtain Shielding Erection and Removal

The following paragraphs are added:

No portion of the protective curtain shielding installed over a roadway, within the temporary lane closure, will be permitted to project beyond a vertical plane into the adjacent active travel lane. The protective curtain shielding shall be erected after the travel lane is closed and shall be removed prior to reopening the lane to traffic. All components and hardware used to attach the protective curtain shielding to the structure shall be removed prior to reopening the lane to traffic.

The protective curtain shielding shall be attached to the steel girders and shall be weighted at the bottom of the curtain to the ground to prevent wind gusts and vehicular induced wind gusts from displacing the deployed protective curtain shielding. Installed shielding shall be approved by the Resident prior to the start of any demolition work. The protective curtain shielding shall be in place when concrete haunch removal is occurring within 6 feet of an active travel lane, unless otherwise approved by the Resident.

524.28 Method of Measurement

The following paragraph is added:

Protective Curtain Shielding will not be measured for payment but shall be considered incidental to the Existing Girder Haunch Removal item.

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2026.05

BRIDGE REPAIRS

BROADTURN ROAD UNDERPASS (MM 39.90)

I-295 SOUTHBOUND UNDERPASS (MM 44.30)

MAINE MALL ROAD UNDERPASS (MM 44.91)

November 18, 2025, 10:00 AM

1) Location:

The general limits of work are as shown in the Contract Plans. The Broadturn Road Underpass is located at MM 39.90 of the Maine Turnpike. The I-295 Southbound Underpass is located at MM 44.30 of the Maine Turnpike. The Maine Mall Road Underpass is located at MM 44.91 of the Maine Turnpike.

2) General Description:

The work consists of bridge repairs at three locations. At the Broadturn Road Underpass in the town of Scarborough, the work generally consists of milling and paving the bridge and local road approaches, concrete haunch removal, pier repair, joint repairs, and concrete sealing. At the I-295 Southbound Underpass in the town of Scarborough, the work generally consists of concrete patch repair to the existing deck fascia and substructure, cleaning and painting of existing bearings, replacing abutment bearings at fascia girders, and miscellaneous superstructure and substructure repairs. At the Maine Mall Road Underpass in the city of South Portland, the work generally consists of milling and paving the bridge and local road approaches, joint repairs, and concrete sealing. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Bid opening is December 9, 2025 at 10:00 A.M. at MTA headquarters 2360 Congress Street, Portland.
- b) To submit project specific questions, use the electronic Request for Information (RFI) tab at <https://www.mainturnpike.com/projects/construction-contracts> for Contract 2026.05.
- c) Responses will not be prepared for questions received by telephone.
- d) All questions must be submitted by 12:00pm on Wednesday December 3, 2025 to be considered.

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project site for field inspection. The contact person is Mr. Steve Tartre at (207) 482-8144 or startre@maineturnpike.com.

5) Construction Schedule/Prosecution of Work:

- a) MTA Board is scheduled to consider the Contract Award on December 18, 2025.
- b) At all locations:
 - i) All work shall be substantially complete by October 30, 2026.
 - ii) All work shall be completed on or before November 20, 2026.
- c) Substantially complete shall be defined as:
 - i) All bridge repair work at all locations required by the Contract that requires shoulder and/or lane closures.
 - ii) All roads fully opened to two-way traffic including shoulders, surface pavement and pavement markings.
 - iii) Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.
- d) The following restrictions shall be applied to the work at the Broadturn Road Underpass:
 - i) The Contractor shall close each lane on Broadturn Road Underpass for a maximum of fifteen (15) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that the bridge is closed in excess of fifteen (15) consecutive calendar days.

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

- a) Heavy and Bridge wages for Cumberland County for 2025 are included in the Contract Book and will be updated with the 2026 rates by addendum.

7) Utility Coordination (Special Provision 104.4.6)

- a) Existing utilities were not located for this project.
- b) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
- c) Utility adjustments are not anticipated as part of this project. If any unexpected utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

8) Cooperation With Other Contractors (Special Provision 104.4.7)

- a) Adjacent contracts currently scheduled for the 2025 construction season include:
 - i) MTA Contract 2025.16 – Widened Concrete Haunch Removals and Bridge Mounted Sign Relocation (MM 1.5 to MM 44.0)
 - ii) MTA Contract 2026.12 – Culvert Repairs – MM 45.9, MM 57.1, and MM 91.2

9) Lead Paint (Special Provision 105.2.4.2)

- a) The Contractor shall note that the existing bridge structures may contain lead-based paint. The Contractor shall institute every precaution when working with materials coated with lead-based paints.

10) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)

- a) The Project is subject to the Stormwater Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection (Stormwater MOA).

- b) This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4).
- c) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

11) General Requirements

- a) U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 105.5.1)
- b) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.
- c) All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
- d) Class III safety vests must be worn at all times.

12) Traffic Control (Special Provision Section 652):

- a) Special Provision Section 652 replaces the MaineDOT Standard Specification 2014 Edition and MTA 2016 Supplemental Specification Section 652.
- b) Substantive revisions have been bolded in the 652 SP.
- c) Contractor is responsible for supplying all traffic control devices.
- d) All Maintenance of Traffic Control Devices shall include payment for all maintenance of traffic items including temporary concrete barrier, work zone crash cushions, temporary pavement marking lines, construction signs, panel markers, flashing arrow boards, portable changeable message signs, sequential flashing lights, barricades, drums, cones, automated trailer mounted speed limit signs, truck mounted attenuators, portable light towers, temporary portable rumble strips, and removal of all devices.
- e) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour a day, seven days per week responsibility. Contractor shall inspect devices as required.
- f) Temporary detours, lane closures and construction phasing shall be established and maintained at all times in accordance with the details shown on the Plans and the requirements of the Special Provisions.
 - i) A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and during other construction operations where workers are exposed to traffic and not protected by positive means.
 - ii) A truck mounted attenuator shall be utilized for all work completed behind guardrail if that work is being completed within the deflection zone of the guardrail (within four feet behind the guardrail post).
 - iii) Automated trailer mounted speed limit signs shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - iv) Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.
- g) Turnpike closures
 - i) Lane closures shall be in accordance with the lane closure tables provided in Section 652.

- ii) All lane closures require the approval of the Resident. The Resident is required to submit a request to MTA for lane closures by noon on Thursday for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
- iii) Supplemental liquidated damages shall be assessed at \$1,000 per five minutes for every five minutes that a temporary lane closure is in place outside of the allowable times.
- h) Broadturn Road shall have alternating one lane, two-way traffic when traffic is limited to one lane with temporary concrete barrier and shall utilize temporary traffic signals. Temporary Traffic Signals will be paid for under Section 643.
- i) Maine Mall Road may be reduced to one lane in each direction between 9:00 p.m. and 6:00 a.m. Sunday through Thursday nights.
- j) Pedestrian traffic at Maine Mall Road shall be maintained at all times. During sidewalk and sidewalk joint work the Contractor shall provide a minimum 5 ft wide well-delineated pedestrian route in the closed eastbound travel lane in accordance with MUTCD Section 6.C.02. Pedestrian route shall utilize longitudinal ADA compliant devices or the contractor shall guide pedestrians through the work zone. The contractor may opt to delay pedestrians accessing the sidewalk a maximum of 5 minutes to facilitate construction activities. Payment for ADA compliant devices shall be incidental to the Maintenance of Traffic Control Devices item.
- k) All signs that do not apply to current construction activity shall be 100% covered or removed in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- l) Traffic control devices shall be NCHRP 350 compliant. All traffic control devices shall meet MASH guidelines if the date of manufacture was after December 31, 2019.

13) Specific Contract Items:

- a) The existing girder haunches at the Broadturn Road Underpass shall be removed using pneumatic chipping hammers of a size approved by the Resident, or other methods approved by the Resident. The Contractor shall remove the haunches to an approximate 45-degree angle, as shown in the Plans. The Contractor is not required to grind the removal line to a smooth finish.
- b) Elastomeric Concrete Headers shall be paid under Item 518.866 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with Supplemental Specification Section 518 and as directed by the Resident. If the repair depth is less than 6 inches from the top of the proposed header, the work shall include placement of new elastomeric concrete in accordance with Special Provision 518 (Elastomeric Concrete). At Broadturn Road, if the depth of repair is greater than 6 inches from the top of the proposed header, AAA concrete modified with 3/8" aggregate may be used for the repair and the header in accordance with this Special Provision and at the direction of the Resident.
- c) Maine Mall Road sidewalk shall be constructed in two variable depth lifts of HMA with a minimum total thickness of 2" to match the existing approach and bridge sidewalk grades.
- d) At Maine Mall Road, the Contractor shall remove the existing compression seal and saw cut the top flanges of the existing steel edge beams. The saw cutting shall be performed with a circular metal cutting saw and/or large grinder with metal cutting blades 8 inches or more in diameter. Torches are unacceptable. A straight-line marker is required. Layout of the cuts shall be reviewed by the Resident prior to cuts being made. Straightness of the cuts must be 1/8 inch in 12 feet or better. All cut edges shall be smoothed. Labor used to perform saw cutting of the existing steel edge beam top flanges shall be qualified welders in accordance with the most recent edition of the D1.5 Code.

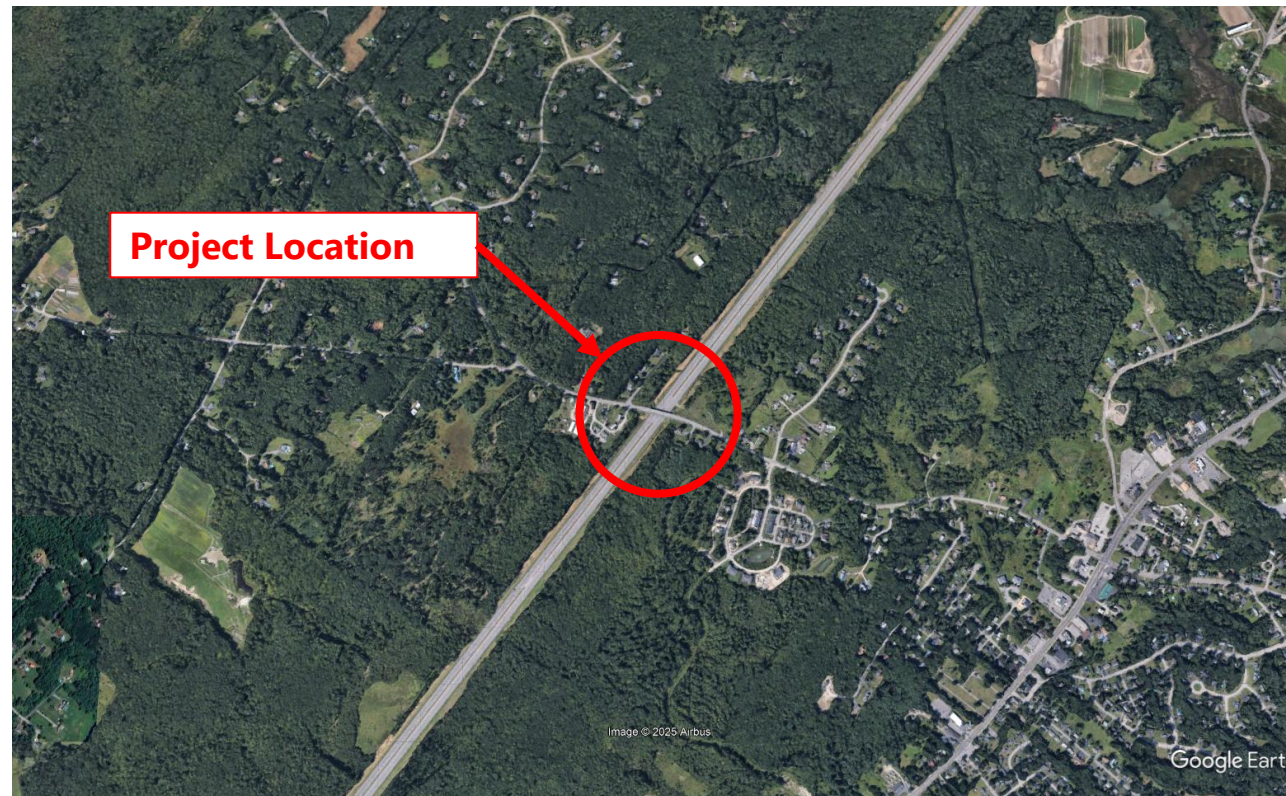
14) Questions:

Bridge Repairs Broadturn Road Underpass I-295 Southbound Underpass Maine Mall Road Underpass

Pre-Bid Conference

November 18, 2025

1) Location – Broadturn Road Underpass (MM 39.90)



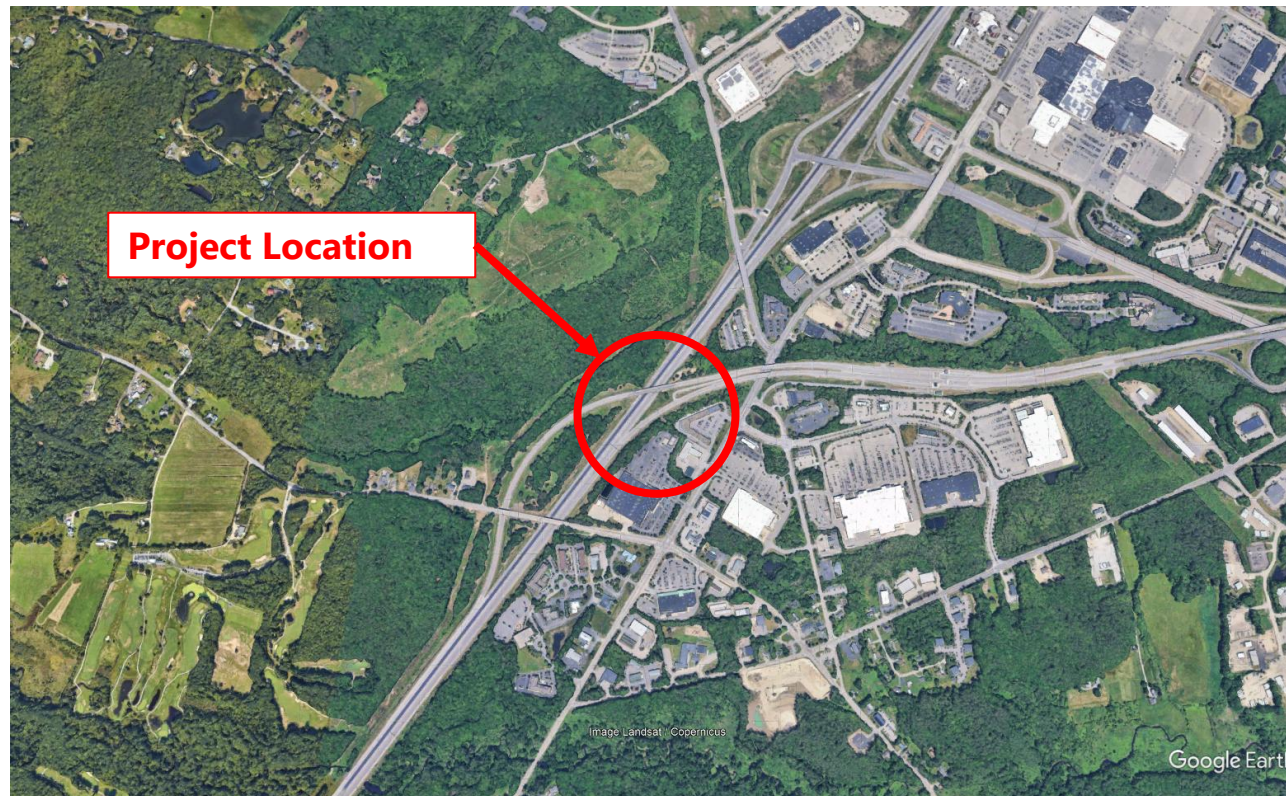


**Maine
Turnpike
Authority**

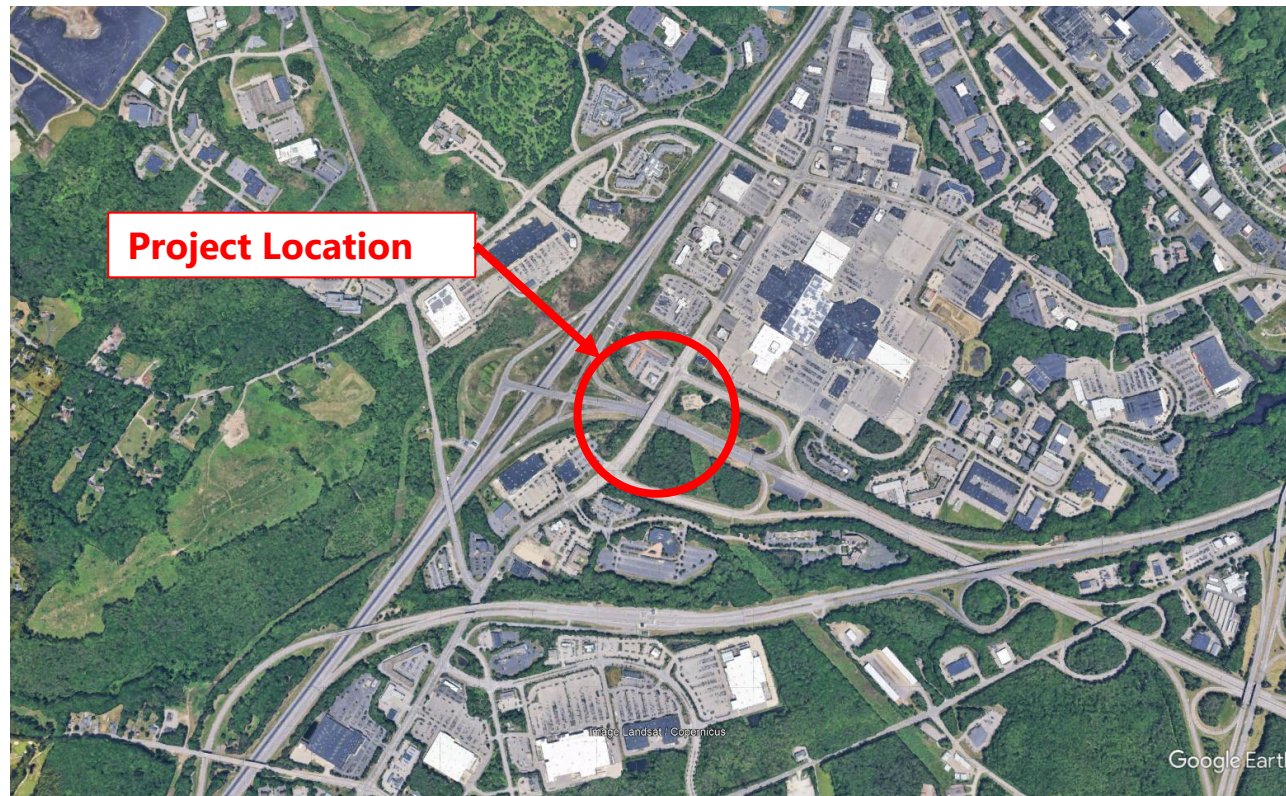
MTA Contract 2026.05



1) Location – I-295 Southbound Underpass (MM 44.30)



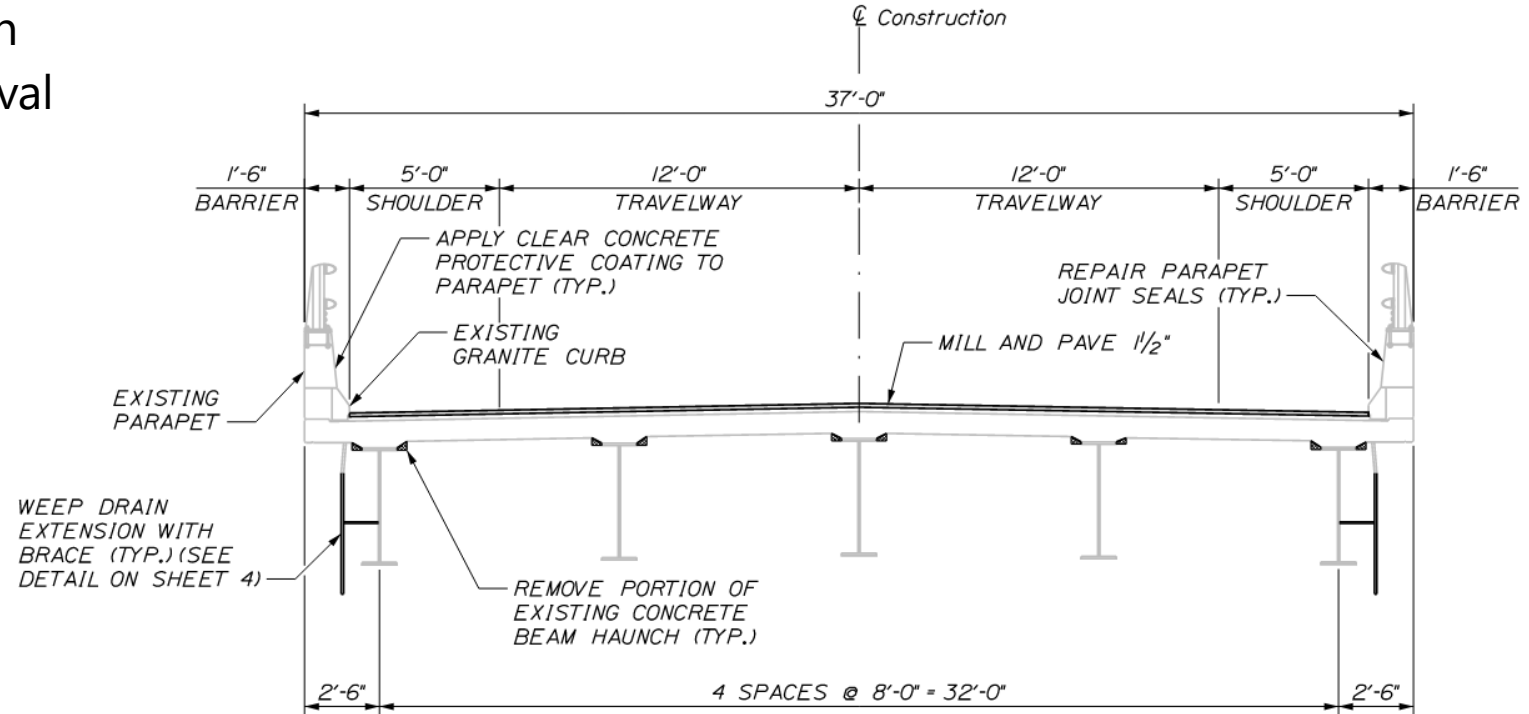
1) Location – Maine Mall Road Underpass (MM 44.91)





2) General Description

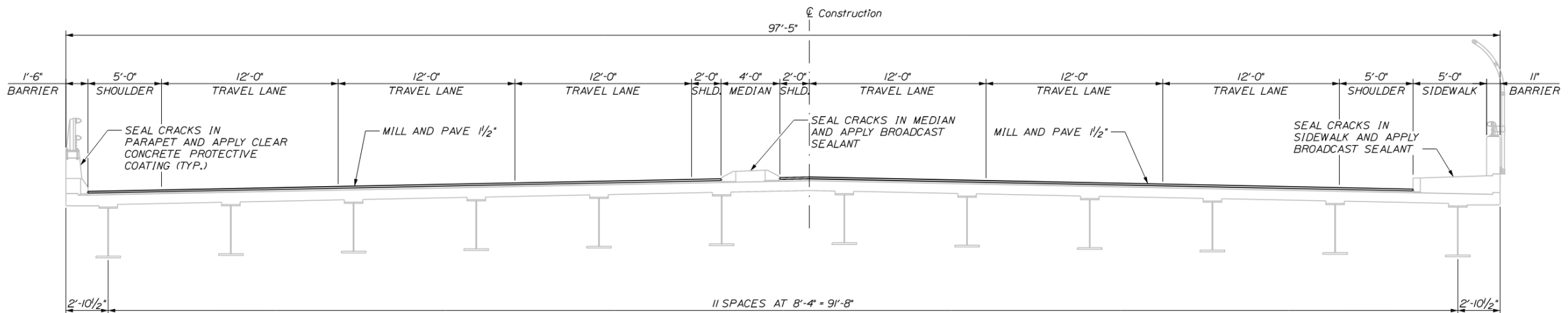
- At the Broadturn Road Underpass, the work includes:
 - Bridge and approach milling and paving
 - Joint header installation
 - Concrete haunch removal
 - Pier repair
 - Joint repair



PROPOSED TYPICAL SECTION
SCALE: 1/4" = 1'-0"

2) General Description (Continued)

- At the Maine Mall Road Underpass, the work includes:
 - Bridge and approach milling, shimming, and paving
 - Joint repairs and header installation
 - Concrete sealing
 - Sidewalk repairs



PROPOSED TYPICAL SECTION
SCALE: 1/4" = 1'-0"

3) Bid

- **Bid opening:** December 9, 2025, at 10:00 A.M.
- Submit all **project specific questions** via Request for Information (RFI) tab at:
<https://www.mainturnpike.com/projects/construction-contracts> for Contract 2026.05
 - Responses will NOT be prepared for questions received by telephone
- All questions **must be submitted** by 12:00 pm on Wednesday December 3, 2025

4) Notification

- Contractor shall **notify and obtain approval** from the Authority (Steve Tartre) **prior to visiting the Project site** for field inspection.
 - Phone #: (207) 482-8144
 - email: startre@maineturnpike.com

5) Construction Schedule/ Prosecution of Work

- MTA Board is scheduled to consider the **Contract Award on December 18, 2025.**

- At all locations:
 - Substantially complete: **October 30, 2026**
 - All work complete: **November 20, 2026**

5) Construction Schedule/ Prosecution of Work (Continued)

- At the Broadturn Road Underpass:
 - The Contractor shall be allowed to close each lane for a maximum of fifteen (15) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of fifteen (15) consecutive calendar days.

6) Maine Department of Labor – Fair Hourly Wages

- Included Wage Rates:
 - Cumberland County
 - Rates for 2025 are included in the Contract Book and will be updated with the 2026 rates by addendum.

7) Utility Coordination

- Existing utilities were not located for this project.
- The Contractor shall **contact Dig Safe** and any non-member utility operators through **OK-TO-DIG prior to any work.**
- If any **unexpected utility relocations** become necessary, they will be scheduled **in compliance with Section 104** of the Standard Specifications and will be **done by the utilities** in conjunction with the work by the Contractor.

8) Cooperation With Other Contractors

- Adjacent contracts currently scheduled for the 2025 construction season include:
 - **MTA Contract 2025.16** – Widened Concrete Haunch Removals and Bridge Mounted Sign Relocation (MM 1.5 – MM 44.0)
 - **MTA Contract 2026.12** – Culvert Repairs (MM 45.9, MM 57.1, and MM 91.2)

9) Lead Paint

- The Contractor shall note that the **existing bridge structures may contain lead-based paint**. The Contractor shall **institute every precaution** when working with materials coated with lead-based paints.

10) Permit Requirements

- The Project is subject to the **Stormwater Memorandum of Agreement for Stormwater Management** Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection.
- This Project is also subject to the requirements of the **Maine Pollutant Discharge and Elimination System (MPDES)** General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4).
- **Compliance with the erosion and sedimentation control** requirements outlined in this Contract is required by the Contractor.

11) General Requirements

- **U-Turns** at toll plazas and median openings **not allowed**.
- **Contractor access** to and from the mainline **shall not negatively impact** mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652.
- **All vehicles** used on the Project, including concrete delivery trucks, shall be **equipped with amber flashing beacons** in accordance with Supplemental Specification 652.3.4.
- **Class III safety vests** must be worn at all times.

12) Traffic Control (Special Provision Section 652)

- SP 652 **replaces** the MaineDOT Standard Specs 2014 Edition and MTA 2016 Supplemental Specs.
- Substantive **revisions have been bolded** in the 652 SP.
- Contractor is responsible for supplying all traffic control devices.
- Item **includes payment for all maintenance of traffic items**, e.g. temporary concrete barrier, work zone crash cushions, drums, cones, etc.
- Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a **24-hour a day, seven days per week** responsibility. Contractor shall inspect devices as required.

12) Traffic Control (Special Provision Section 652)

- Temporary detours, lane closures and construction phasing shall be established and **maintained at all times.**
 - **A truck mounted attenuator** shall be utilized for **all lane closures** on the Turnpike mainline, **all temporary shoulder closures** (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and during other construction operations where workers are exposed to traffic and not protected by positive means.
 - **A truck mounted attenuator** shall be utilized for **all work completed behind guardrail** if that work is being completed **within the deflection zone** of the guardrail (within four feet behind the guardrail post).
 - **Automated trailer mounted speed limit signs** shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.

12) Traffic Control (Special Provision Section 652)

- Turnpike Lane closures
 - Lane closures in accordance with the **lane closure tables** provided in Section 652.
 - All lane **closures require the approval of the Resident**. The Resident is required to submit a request to MTA for lane closures by **noon on Thursday** for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
 - **Supplemental liquidated damages** shall be assessed at **\$1,000 per five minutes** for every five minutes that a temporary lane closure is in place outside of the allowable times.

12) Traffic Control (Special Provision Section 652)

- All signs, which do not apply to current construction activity, **shall be 100% covered or removed** in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- Traffic control devices **shall be NCHRP 350 compliant**. All traffic control devices **shall meet MASH guidelines** if the date of manufacture was **after December 31, 2019**.
- Broadturn Road has **temporary traffic signals** for when the traffic is restricted to one lane with alternating two-way traffic.
- Maine Mall Road may be reduced **to one lane in each direction between 9PM and 6AM Sunday through Thursday**.
- Pedestrian traffic at Maine Mall Road **shall be maintained at all times** with a minimum 5 ft-wide well-delineated route in the closed eastbound travel lane in accordance with MUTCD Section 6.C.02. If ADA-compliant devices are not used, the contractor shall **guide pedestrians through the work zone**.

13) Specific Contract Items

- The existing unreinforced concrete girder haunches at the Broadturn Road Underpass shall be removed. The Contactor shall remove the haunches to an approximate 45-degree angle. The Contractor is not required to grind the removal line to a smooth finish.
- Elastomeric Concrete Headers shall be paid under Item 518.866 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with Supplemental Specification Section 518 and as directed by the Resident. If the repair depth is less than 6 inches from the top of the proposed header, the work shall include placement of new elastomeric concrete in accordance with Special Provision 518 (Elastomeric Concrete). At Broadturn Road, if the depth of repair is greater than 6 inches from the top of the proposed header, AAA concrete modified with 3/8" aggregate may be used for the repair and the header in accordance with this Special Provision and at the direction of the Resident.

13) Specific Contract Items

- Maine Mall Road sidewalk shall be constructed in two variable depth lifts of HMA with a minimum total thickness of 2" to match the existing approach and bridge sidewalk grades.
- At Maine Mall Road, the Contractor shall remove the existing compression seal and saw cut the top flanges of the existing steel edge beams. The saw cutting shall be performed with a circular metal cutting saw and/or large grinder with metal cutting blades 8 inches or more in diameter. Torches are unacceptable. A straight-line marker is required. Layout of the cuts shall be reviewed by the Resident prior to cuts being made. Straightness of the cuts must be 1/8 inch in 12 feet or better. All cut edges shall be smoothed. Labor used to perform saw cutting of the existing steel edge beam top flanges shall be qualified welders in accordance with the most recent edition of the D1.5 Code.

Questions?

[illegible]